PREMA
Orange Line

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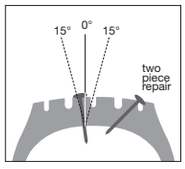
				CAR					LIGHT TRUCK
Width		Length		Sidewall					
in	mm	in	mm	Q	T	H	V	ZR	LI bis 121
1/8	3	1/8	3	110	110	110	110	-	112
1/4	6	3/8	10	110	110	112	-	-	114
3/8	10	1/2	13	110	112	114	-	-	120
1/2	13	1 1/5	30	112	114	-	-	-	120
3/4	20	1 3/8	35	114	-	-	-	-	-
		Diameter		Crown					
		in	mm						
		1/8	3	110	110	110	110	110	110
		1/4	6	110	110	110	112	-	112
		3/8	10	110	112	112	-	-	114
		1/2	13	112	114	-	-	-	120
		3/4	20	114	-	-	-	-	-
		Diameter		Shoulder					
		in	mm						
		1/8	3	110	110	110	110	-	114
		1/4	6	110	112	112	-	-	120
		5/16	8	112	-	-	-	-	120

PURO / PUSO-Chart		c Ø max. mm	80% c Ø	70% c Ø	c Ø
CAR					
	Index	3	PURO-30	PURO-30	PURO-30
	-T	4,5	PURO-50	PURO-50	PURO-50
			PUSO-45	PUSO-45	PUSO-45
		6	-	PURO-70	PURO-70
				PUSO-55	PUSO-55
	H-V	3	PURO-30	PURO-30	-
		4,5	PURO-50	PURO-50	-
			PUSO-45	PUSO-45	
		6	-	PURO-70	-
				PUSO-55	
	W-ZR	3	-	PURO-30	-
TRUCK					
	Index all	3	-	PURO-30	PURO-30
		4,5	-	PURO-50	PURO-50
				PUSO-45	PUSO-45
		6	-	PURO-70	PURO-70
				PUSO-55	PUSO-55



			TRUCK (LI 122-177)			
Width		Length	Sidewall			
in	mm	in	mm	6.00-7.50; 7R-8.5R; 205/-225/	8,25-10.00; 9R-11R; 11/; 235/-285/	11.00-13.00; 12R-15R; 12/-13/; 295/-365/	14.00-; 16.5R-; 15.5/-; 385/-
1/4	6	1/4	6	120	120	120	120
1 Cable		1 1/2	40	122	122	124	124
1 Cable		3 1/2	80	124	124	142	142
2 Cable		3/4	20	120	120	122	124
2 Cable		1 1/2	40	122	122	124	140
2 Cable		2 3/8	60	124	124	140	142
3/8	10	1/2	13	120	122	124	140
3/8	10	1 1/8	30	122	124	140	140
3/8	10	2 3/8	60	124	140	140	142
3/8	10	3 1/8	80	140	140	142	142
3/8	10	4	100	-	142	142	142
3/8	10	5 1/8	130	-	144	144	144
1/2	13	1 1/8	30	124	140	140	142
1/2	13	2 3/8	60	140	140	142	142
1/2	13	3 3/4	95	-	142	142	144
1/2	13	5 1/8	130	-	144	144	144
3/4	20	2 3/8	60	140	140	142	142
3/4	20	3 1/8	80	-	142	142	144
3/4	20	5 1/8	130	-	144	144	144
1	25	2 3/8	60	140	142	142	142
1	25	3 1/8	80	-	142	142	144
1	25	4	100	-	144	144	144
1 1/8	30	2 3/8	60	-	144	144	144
1 1/8	30	4	100	-	144	144	-
1 1/2	40	3 1/8	80	-	144	144	-
		Diameter		Crown			
		in	mm				
		3/8	10	120	120	120	140/125
		1/2	13	122	140/125	140/125	140/125
		3/4	20	140/125	140/125	140/125	142/135
		1	25	140/125	142/135	142/135	144/135
		1 1/8	30	-	142/135	144/135	144/135
		1 1/2	40	-	144/135	144/135	-
		Diameter		Shoulder			
		in	mm				
		1/4	6	120	120	120	140
		3/8	10	122	122	140	140
		1/2	13	140	140	142	142
		3/4	20	-	142	142	142
		1	25	-	144	144	144

COMBI UNIT

max. injury Ø			„1/8"" (3mm)"	„1/6"" (4,5mm)"	„1/4"" (6mm)"	„5/16"" (8mm)"	„3/8"" (10mm)"	
Carbide Cutter			PCC-1	PCC-1,5	PCC-2	PCC-3	PCC-4	
Repair Unit			PCN0-1	PCN0-1,5	PCN0-2	PCN0-3	PCN0-4	
Stem repair					PS0-2	PS0-3	PS0-4	max. number of repairs
	Speedindex							
Motorcycle	-J	70%	X	X	X			2
	K-T		X	X				1
	H-ZR		X					
Car	-V	90%	X					3
	-H	80%	X	X	X			
	W-ZR		X					
Truck	all	80%	X	X	X	X		
		70%	X	X	X	X	X	
Tractor	all	75%	X	X	X	X	X	

BIAS REPAIR (CAR / TRUCK)

„C" Max-Injury		4 (B)	6 (C)	8 (D)	10 (E)	12 (F)	14 (G)	16 (H)	18 (J)	20 (L)	22 (M)	24 (N)
in	mm											
1/8	3	Super	Super	Super	Super	Super	Super	Super	Super	Super	Super	Super
1/4	6	Super	Super	Super	03	03	03	03	03	03	03	04
3/8	10	Super	03	03	03	03	03	04	04	04	05	05
1/2	15	03	03	03	04	04	04	04	05	05	05	06
3/4	20	03	03	04	04	05	05	05	05	06	06	06
1	25	03	04	04	05	05	06	06	06	06	07	07
1 3/8	35	04	04	05	05	06	06	06	07	07	07	-
2	50	05	05	05	06	06	07	07	07	-	-	-
2 1/2	65	-	06	06	06	07	07	07	-	-	-	-
3	75	-	-	-	07	07	07	-	-	-	-	-

These Repair Charts reflect international repair standards, determined on the basis of practical experience, bench checks and laboratory tests. THEY NEITHER INCORPORATE NOR ARE INTENDED AS A REFERENCE TO LOCAL, STATE, OR NATIONAL STANDARDS THAT MAY EXIST IN YOUR COMMUNITY. Stay within the limitations for repairable injuries indicated by the charts. When repairing a tyre, it is imperative that a complete inspection be conducted to ensure that the tyre is fit to be repaired and safely returned to service. Always follow proper repair procedures as illustrated in the appropriate PREMA repair manual(s). No tyre can be safely repaired without demounting it from the rim, giving it a complete inspection and properly repairing the injury with the appropriate inside repair unit and filler material. Always consult the tyre manufacturer for the repair limits. Product is suitable ONLY for installation in combination with PREMA chemicals and cements. Injury must be filled with appropriate PREMA repair materials. No liability can be assumed in case unsuitable materials are used.
Product is suitable ONLY for installation in combination with PREMA chemicals and cements. No liability can be assumed in case unsuitable materials are used.

Diese Anwendungstabellen entsprechen den internationalen Reparaturstandards, die aufgrund praktischer Erfahrungen, Prüfstandskontrollen und Laboruntersuchungen festgelegt wurden. SIE SIND NICHT TEIL REGIONALER ODER NATIONALER NORMEN, DIE GEGEBENENFALLS IN IHREM GEBIET GELTEN, NOCH SOLLEN SIE DAFÜR ALS REFERENZWERTE GELTEN. Beachten Sie die in den Tabellen vorgegebenen Grenzwerte und Einschränkungen für Schadensreparatur. Bevor Sie einen Reifen reparieren, muss er unbedingt gründlich daraufhin untersucht werden, ob er reparabel ist und wieder sicher genutzt werden kann. Befolgen Sie stets die im jeweiligen PREMA Handbuch oder den Handbüchern beschriebenen Reparaturanleitungen für eine sachgerechte Reparatur. Für eine zuverlässige Reparatur muss der Reifen von der Felge demontiert, überprüft und von innen aus mit einem geeigneten Reparaturkörper und Füllmaterial repariert werden. Beachten Sie stets die Einschränkungen des Reifenherstellers zur Reifenreparatur.
Produkt ist AUSSCHLIESSLICH zur Verarbeitung mit chemischen Produkten und Zementen von PREMA geeignet. Bei Schäden aufgrund Verwendung ungeeigneter Materialien kann keine Haftung übernommen werden.

The SHOULDER is defined as 1 1/2 inches (40 mm) in from the outside edge of the tread footprint

The NON-REPAIRABLE AREA is defined by the tire type/size as listed below

Tire Type or Size	inch	mm
Passenger & light truck (< 1/2 ton)	1 1/2	40
6.50 - 7.00	2 1/2	65
7.50 - 16.00	3	75
17.00 - 23.50	3 1/2	90

The NON-REPAIRABLE AREA is measured from the bead toe down the inside of the innerliner of the tire.

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PREMA GmbH, Aspertsham 40, 94081 Fürstenzell

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Orange Line

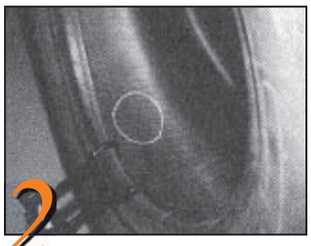
BASIC STEPS OF TIRE REPAIR

WARNING
Serious eye or ear injuries may result from not wearing adequate eye (goggles or face shields) and ear protection while repairing tires.

The Three Basic Steps for Puncture Repairing are:
(1) removing the tire from the wheel for inspection and repair,
(2) filling the injury to keep moisture out, and
(3) sealing the innerliner with a repair unit to prevent air loss.

1 EXTERNAL INSPECTION

Prior to demounting, check tire surface and the valve for the source of the leak(s) by using water or a soap solution. Mark the injured area and totally deflate the tire. Then carefully remove the tire from the wheel to avoid further damage to the tire, particularly to the bead area. Place on a well-lighted spreader.

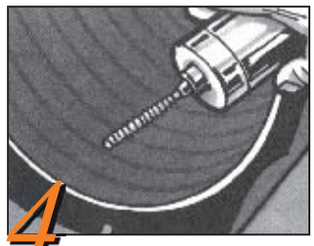


2 INTERNAL EXAMINATION

Spread the beads and mark the puncture with a tire crayon. Remove the nail or puncturing object noting the direction of penetration. Probe the injury with a blunt awl to determine the extent and direction of the injury and remove any loose foreign material. Injuries exceeding ¼ must not be repaired in other than a full-service repair facility. Inspect for any other internal damage.

3 CLEANING

Clean the area around the puncture thoroughly with a proper liner cleaner. Use a clean cloth and/or scraper. Do not use gasoline - use may cause serious injury. This step serves to remove dirt and mold lubricants which can impair repair unit adhesion and contaminate buffing tools. Consult your local repair materials supplier for a proper cleaner.*



4 CLEAN INJURY CHANNEL

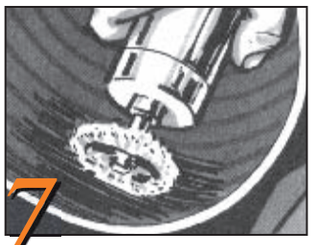
Use a proper hand reamer, carbide cutter, or drill bit (1,200 rpm max.) to ream the puncture channel from the inside of the tire to clean the injury. Remove steel wires protruding above the liner surface to prevent damage to the repair unit.

5 FILL INJURY

(Use compatible repair materials.)
Cement the puncture channel and fill the injury from the inside of the tire with a suitable vulcanizing material or a rubber plug. Without stretching the plug cut the material off just above the inside tire surface. It is necessary to fill the injury to provide a backup for the repair unit and to prevent rusting of the steel wires or deterioration of fabric. For combination repair/plug units skip this step.

6 REPAIR UNIT SELECTION

Center the repair unit over the injury and outline an area larger than the unit, so buffing will not remove the crayon marks. If multiple repairs are made, repair units must not overlap. Repair materials must be selected from those recommended for the construction (radial or bias) and tire inflation pressure. Some light truck tires operate at a higher inflation pressure than passenger tires and require a different repair unit. Consult your repair material supplier or tire manufacturer for repair unit selection.



7 BUFFING

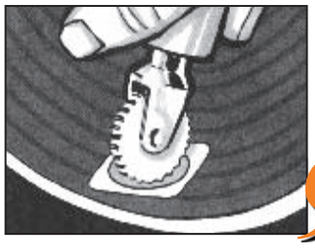
To prevent contamination and preserve the outline, buff within the marked area thoroughly and evenly with a low speed (5,000 rpm max.) fine wire brush or gritted rasp. Buff to a smooth velvet surface (RMA #1 or #2 buffed texture** for chemical vulcanizing repairs). Take care not to gouge the innerliner or expose casing fabric. Remove any buffing dust with a vacuum cleaner.

8 CEMENTING

Apply chemical cement* according to repair manufacturer's procedures. Allow the cement to dry thoroughly.

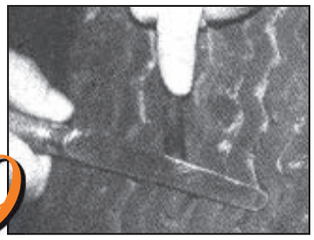
CAUTION
Regardless of the type of repair used, the repair must seal the innerliner and fi ll the injury.

*Refer to information on the product or manufacturer's Material Safety Data Sheet and follow guidelines for handling and disposal.



REPAIR UNIT APPLICATION

The tire must be in a relaxed position when the repair unit is installed. (Do not spread the beads excessively.) If applicable, install the unit so that the alignment is correct. Center the repair unit over the injury and stitch down thoroughly with a stitching tool, working from the center out. Being careful not to stretch the plug, cut the material flush with the outer tread surface.



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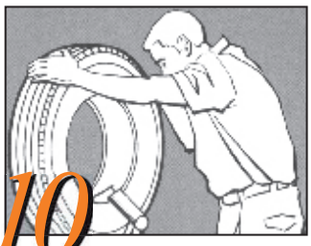
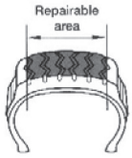
For combination repair/plug units, pull the plug through the injury until the repair just reaches the liner, then stitch. Remove and discard the protective covering. Follow manufacturer's recommendations for further installation instructions.



10 FINAL INSPECTION

(For tube-type tires be sure to use a properly repaired or new tube to replace a damaged tube.) After remounting and inflating, the tire, both beads, the repair, and the valve must be checked with water or a soap solution to detect leaks. If the tire continues to lose air, it must be removed from the wheel for complete reinspection.



These Procedures are limited to tread area only.
Speed Ratings – Tire Manaufacturer should be consulted for its individual repair policy.
NEVER repair tires worn to treadwear indicators (2/32" remaining tread depth).
NEVER repair tires with a tread puncture larger than ¼". Injuries larger than ¼" or with exposed fabric must be refered to a full-service repair facility.
NEVER substitue an inner tube for a permissible or non-permissible repair.
NEVER perform an outside-in tire repair (on the wheel).
NEVER disregard Tire Mounting Safety Warnings.

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